

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE MANUAL 11-2E-11  
VOLUME 3**



**6 JULY 2020**

***Flying Operations***

***E-11 OPERATIONS PROCEDURES***

---

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**ACCESSIBILITY:** Publications and forms are available for downloading or ordering on the e-Publishing website at [www.e-Publishing.af.mil](http://www.e-Publishing.af.mil).

**RELEASABILITY:** There are no releasability restrictions on this publication.

---

OPR: ACC/A3CA

Certified by: AF/A3T  
(Maj Gen James A. Jacobson)

Supersedes: AFI11-2E-11V3,  
12 September 2017

Pages: 33

---

This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, and is consistent with AFPD 11-4, *Aviation Service*, and Air Force Manual (AFMAN) 11-202V3, *Flight Operations*. It establishes effective and safe operations of the E-11A Battlefield Airborne Communications Node (BACN). This publication applies to military and civilian members of the Regular Air Force. It does not apply to the Air Force Reserve or Air National Guard. Air Force (AF) Deputy Chief of Staff, Operations (AF/A3) is the approval authority for changes to this instruction. This manual requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10 United States Code (USC), Section 9013, Secretary of the Air Force. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) listed above using the Air Force Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command to Air Combat Command/Airborne C2 Systems Branch (ACC/A3CA). This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Keep supplements current by complying with AFI 33-360, *Publications and Forms Management*. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360 for a description of the authorities associated with the Tier numbers. Submit requests for

waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor's commander for non-tiered compliance items. The applicable System of Records Notice (SORN) F011 AF XO A, Aviation Resource Management Systems (ARMS), is available at: <http://dpcllo.defense.gov/Privacy/SORNs.aspx>. Compliance with **Attachment 2** of this publication is mandatory.

## ***SUMMARY OF CHANGES***

This document has been revised and should be completely reviewed. Major changes include the following: Added additional tiering to compliance statements, changed the Aircraft Assignment to Battle Management Support, and updated references to outdated forms.

<b>Chapter 1—GENERAL INFORMATION</b>	<b>6</b>
1.1.    Aircraft Responsibility. ....	6
1.2.    Deviations. ....	6
1.3.    Key Definitions:.....	6
1.4.    Waivers. ....	6
1.5.    Aircraft Assignment. ....	6
1.6.    Commercial Publications. ....	6
1.7.    Distribution. ....	6
<b>Chapter 2—ROLES AND RESPONSIBILITIES</b>	<b>7</b>
2.1.    Roles and Responsibilities. ....	7
2.2.    Pilot in Command (PIC). ....	7
2.3.    Mission Clearance Decision. ....	7
2.4.    Mission Planning Requirements. ....	7
2.5.    Airborne Command and Control. ....	8
2.6.    Law Enforcement Support. ....	8
<b>Chapter 3—AIRCREW COMPLEMENT/MANAGEMENT</b>	<b>9</b>
3.1.    General. ....	9
3.2.    Aircraft Complement. ....	9
3.3.    Crew Qualifications. ....	9
3.4.    Unqualified Crewmembers. ....	9
3.5.    Crew Rest/Flight Duty Period/Crew Augmentation. ....	9

3.6.	Pre-Mission Duties. ....	10
3.7.	Transportation of Passengers. ....	10
3.8.	Mission Essential Personnel (MEP). ....	10
3.9.	Aircrew Member Support. ....	10
3.10.	Debriefings.....	10
<b>Chapter 4—</b>	<b>AIRCRAFT OPERATING RESTRICTIONS</b>	<b>11</b>
4.1.	Guidance. ....	11
4.2.	Objectives. ....	11
4.3.	Minimum Equipment List (MEL).....	11
4.4.	Dispatching with Inoperable Equipment. ....	11
4.5.	One-Time Flight Authorizations. ....	11
<b>Chapter 5—</b>	<b>GENERAL OPERATING PROCEDURES</b>	<b>12</b>
5.1.	Aircrew Uniforms. ....	12
5.2.	Personal Requirements and Professional Equipment. ....	12
5.3.	Aircrew Publications Requirements. ....	12
5.4.	Checklists. ....	12
5.5.	Mission Materials. ....	13
5.6.	Aircrew Intelligence Briefing. ....	13
5.7.	Flight Crew Information File (FCIF). ....	13
5.8.	Communications Security (COMSEC) and Classified Material. ....	13
5.9.	Call Signs. ....	13
5.10.	Departure/Arrival Planning. ....	13
5.11.	Advisory Calls. ....	13
5.12.	Runway, Taxiway, and Airfield Requirements.....	13
5.13.	Taxi Clearance. ....	13
5.14.	Foreign Object Damage (FOD) Avoidance. ....	14
5.15.	Takeoff or Landing over Raised Arresting Cables. ....	14
5.16.	Takeoff and Landing. ....	14
5.17.	Takeoff and Landing Data (TOLD). ....	14

5.18.	Adverse Weather. ....	14
5.19.	Wind Restrictions. ....	15
5.20.	Bird Strikes. ....	15
5.21.	Radar Altimeter. ....	15
5.22.	Use of Automation. ....	15
5.23.	On-Station Procedures. ....	16
5.24.	Enroute Navigation. ....	17
5.25.	Inflight Troubleshooting. ....	17
5.26.	Prior to Descent or Approach. ....	17
5.27.	Descent below Decision Height (DH)/Decision Altitude (DA)/ Minimum Descent Altitude (MDA) Using Enhanced Vision System (EVS). ....	17
5.28.	Functional Check Flights. ....	17
5.29.	Touch-and-Go Landings and Missed Approach Limitations. ....	18
5.30.	Training on Operational Missions. ....	18
5.31.	Simulated Emergency Flight Procedures. ....	18
<b>Chapter 6—</b>	<b>AIRCREW PROCEDURES</b>	<b>19</b>
6.1.	General. ....	19
6.2.	Preflight Guidance. ....	19
6.3.	Engine Runs. ....	19
6.4.	Cabin Security. ....	19
6.5.	Carriage of Mission Essential Personnel (MEP).....	19
6.6.	Egress Procedures. ....	20
6.7.	TOLD and FMS Waypoint Verification. ....	20
<b>Chapter 7—</b>	<b>AIRCRAFT SECURITY</b>	<b>21</b>
7.1.	General. ....	21
7.2.	Procedures. ....	21
<b>Chapter 8—</b>	<b>OPERATIONAL REPORTS AND FORMS</b>	<b>23</b>
8.1.	General. ....	23
8.2.	Reports. ....	23

<b>Chapter 9—FLYING TRAINING</b>	<b>24</b>
9.1. General. ....	24
9.2. Instructor/Flight Examiner Briefings. ....	24
9.3. Debriefing. ....	24
9.4. Touch-and-Go Landings and Missed Approach Limitations. ....	24
9.5. Training on Operational Missions. ....	24
9.6. Simulated Emergency Flight Procedures. ....	24
<b>Chapter 10—NAVIGATION PROCEDURES</b>	<b>25</b>
10.1. Navigation Charts. ....	25
10.2. Portable Electronic Devices for Navigation. ....	25
<b>Chapter 11—FUEL PLANNING</b>	<b>26</b>
11.1. General. ....	26
11.2. Fuel Planning Profiles. ....	26
11.3. Fuel Planning Procedures. ....	26
<b>Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>27</b>
<b>Attachment 2—E-11A MISSION ESSENTIAL PERSONNEL (MEP) BRIEFING GUIDE</b>	<b>32</b>

## Chapter 1

### GENERAL INFORMATION

**1.1. Aircrew Responsibility.** This manual prescribes procedures applicable to the operation of E-11A aircraft under most circumstances. It is not a substitute for sound judgment. Procedures not specifically addressed may be accomplished if they enhance safety and affect mission accomplishment.

**1.2. Deviations.** Deviations from these procedures require specific approval of the MAJCOM/A3 unless an urgent requirement or an aircraft emergency dictates otherwise. In that case, the Pilot in Command (PIC) will take appropriate action to meet the requirement or safely recover the aircraft.

**1.3. Key Definitions:**

1.3.1. “Will” and “shall,” indicate a mandatory requirement.

1.3.2. “Should,” indicates a preferred, but not mandatory, method of accomplishment.

1.3.3. “May” indicates an acceptable or suggested means of accomplishment.

1.3.4. “Note,” indicates operating procedures, techniques, etc. which are considered essential to emphasize.

**1.4. Waivers.** Forward waiver requests through appropriate channels to the MAJCOM/A3 for approval. All approvals will include an expiration date. ACC Stan/Eval (ACC/A3TV) and ACC/A3CA are Office of Collateral Responsibility (OCR) on all waiver requests to this manual

**1.5. Aircraft Assignment.** The E-11A is to be considered a Battle Management Support aircraft.

**1.6. Commercial Publications.** Operators use the Bombardier Aircraft Flight Publications (AFP), consisting of the aircraft flight manual (AFM), flight crew operating manual (FCOM), Quick Reference Handbook (QRH), Global Operational Manuals, and Federal Aviation Administration (FAA) Global Express Master Minimum Equipment List (MMEL) as the primary source of operational guidance for the E-11A aircraft except as provided for in this or other AFIs/manuals. In addition, pilots will refer to the Bombardier Global Express Configuration Deviation List (CDL), the FAA Global Express MMEL and the restriction/special instructions (RSI) to determine if the aircraft is able to execute the mission. The CDL will be referenced for any airframe deviations. MAJCOMs may authorize the use of electronic flight bags.

**1.7. Distribution.** Issue this manual to E-11A aircrew members in accordance with local procedures.

## Chapter 2

### ROLES AND RESPONSIBILITIES

**2.1. Roles and Responsibilities.** The responsibility of mission planning and execution rests with the Aircraft Commander (AC). Preparation for the mission tasking and subsequent execution support is the coordinated responsibility of liaison officers and the BACN Mission Coordinator (BMC). Operations functions of the unit support both efforts.

**2.2. Pilot in Command (PIC).** Squadron Commander (SQ/CC) will designate an Aircraft Commander (AC), Instructor Pilot (IP), or Evaluator Pilot (EP) as the PIC for all flights on a flight authorization form in accordance with AFI 11-401, *Aviation Management* and applicable MAJCOM supplements. **(T-3).** PICs are:

2.2.1. In command of all persons aboard the aircraft.

2.2.2. Vested with authority to accomplish the assigned mission. The PIC will only fly events authorized in the mission tasking unless, in the PIC's judgement, an emergency condition demands otherwise.

2.2.3. The final mission execution authority.

2.2.4. The final authority for requesting or accepting aircrew or mission waivers.

2.2.5. Responsible for passing mission progress reports to Command and Control (C2) agencies. **(T-3).**

2.2.6. Responsible for interaction between aircrew members and mission support personnel. **(T-3).**

2.2.7. Responsible for the welfare of all persons on the aircraft or providing ground support. **(T-3).**

**2.3. Mission Clearance Decision.** The tasking authority and PIC will make the mission clearance decision. In all cases, final responsibility for the safe conduct of the mission rests with the PIC. If a PIC elects to delay a mission, that mission will not depart until the conditions that generated the decision to delay improve, are resolved, or the mission priority changes. Furthermore, no tasking authority may task another PIC to take the same mission under the same conditions.

**2.4. Mission Planning Requirements.** Briefings and Debriefings. The AC and Copilot (CP) will brief/debrief with the BMC to ensure safe, effective mission accomplishment. **(T-2).** Locally developed briefing guides will be used for mission planning and briefing. **(T-3).** Items understood by all participants may be briefed as "standard." All required members will attend the briefings unless excused by the AC/BMC. **(T-3).**

2.4.1. Aircraft and Aircrew status. Aircrew status is to be obtained on the day of the flight from ARMS personnel. Aircraft status is to be obtained prior to the crew stepping to the aircraft, to include open discrepancies detailed in the E-11A maintenance binders.

2.4.1.1. Aircraft maintenance documentation provided to the flight crew by the maintenance contractor is maintained in accordance with FAA standards and differs from AFTO Form 781s, *ARMS Aircrew/Mission Flight Data Document*. The contractor's quality assurance representative may only authorize dispatch release.

2.4.1.2. If dispatched with an MMEL, Crew Alerting System (CAS) Relief deviation or manufacturer waiver for flight, the PIC ensures required actions for the relief or waiver are accomplished and documented in the appropriate aircraft forms. **(T-3)**.

2.4.2. Orbit Planning. The PIC coordinates with the BMC to determine orbit limitations, based on tasking, and verify coordinates/dimensions of any new orbits not previously depicted in the mission binder.

**2.5. Airborne Command and Control.** On operational missions, crews are to maintain contact with the BMC. **(T-3)**.

**2.6. Law Enforcement Support.** It is the procedure of the Department of Defense (DoD) to be prepared to support civilian law enforcement agencies consistent with the needs of military preparedness of the United States, while recognizing and conforming to the legal limitations on direct DoD involvement in civilian law enforcement activities. AFI 10-801, *Defense Support of Civil Authorities*, provides policies and procedures service members must follow when supporting federal, state and local civilian law enforcement agencies. Coordinate all civilian law enforcement authorities' requests for assistance through appropriate C2 channels.



## Chapter 3

### AIRCREW COMPLEMENT/MANAGEMENT

**3.1. General.** This chapter provides guiding principles to establish and manage E-11A crew compliments. Commanders at all levels are to follow these policies to establish crew compliments and to develop aircrew-related work/rest schedules that optimize efficiency of forces engaged in worldwide operations.

**3.2. Aircrew Complement.** SQ/CCs will form aircrews based on mission directive, crew duty time (CDT) requirements, flight duty period (FDP) requirements, aircrew member qualifications, and other constraints to safely accomplish the mission tasking. **(T-3).**

3.2.1. Minimum crew complement is two pilots.

3.2.2. For operational missions, two mission-qualified pilots (MPs). First Pilots (FPs) may fly on operational missions, as required for training, but must fly with an instructor or evaluator pilot (IP/EP). **(T-3).**

3.2.3. Crew Augmentation. In addition to the normal operational crew, minimum crew augmentation consists of an additional MP.

3.2.4. Normally, aircrew manning for operational employment is in accordance with AFI 65-503, *US Air Force Cost and Planning Factors*, Table A36-1. Air Force Costs and Planning Factors tables do not exist due to current program status. Normal crew manning will consist of 2 fully qualified E-11A pilots. Any changes to this manning requires SQ/CC or SQ/DO approval.

**3.3. Crew Qualifications.** Primary crewmembers must be qualified or in training to occupy a crew position. **(T-2).**

**3.4. Unqualified Crewmembers.** An IP must supervise non-current or unqualified pilots regaining currency or qualification (direct IP supervision, in the seat, during takeoffs, landings and emergency procedures). **(T-2).**

**3.5. Crew Rest/Flight Duty Period/Crew Augmentation.** Crew rest, flight duty period and crew augmentation are in accordance with AFMAN 11-202V3 and applicable MAJCOM supplements with the following additional guidance:

3.5.1. If any axis of the autopilot is inoperative, limit basic flight duty period (FDP) to 12 hours and augmented FDP to 16 hours. **(T-2).**

3.5.2. Unless directed otherwise, aircrew members will automatically enter official crew rest no later than 12-hours prior to the start of their next scheduled FDP. **(T-2).** FDP begins when crew reports for duty and ends at engine shutdown. Crews will not enter crew rest until official duties are complete. **(T-2).** Notify crews of mission timeline changes prior to entry into crew rest whenever possible. Operations Supervisor should show with crew rest for their respective line in the event they are needed to replace a flying crewmember.

3.5.3. Standby pilots are those not required for flying/Operations Supervisor duties. All standby pilots should comply with crew rest requirements.

**3.6. Pre-Mission Duties.** The AC, in coordination with the SQ/CC or DO, may adjust crew report time to meet mission requirements. Crew report times will allow sufficient time to accomplish all preflight activities. **(T-3).**

**3.7. Transportation of Passengers.** Space-A passengers will not fly on the E-11A. **(T-2).**

**3.8. Mission Essential Personnel (MEP).** MEP will not be listed on the AFTO Form 781, will not log time, and do not accrue Operation Flying Duty Accumulator (OFDA) credit in accordance with AFI 11-401. Crewmembers may travel as MEP for a maximum of 72 hours. OG/CC or equivalent may approve crewmembers to travel as MEP in excess of 72 hours. **Note:** Current/qualified aircrew members may perform primary aircrew duties after traveling in MEP status, provided they do not exceed a basic FDP.

**3.9. Aircrew Member Support.** Crew rest is required in accordance with AFMAN 11-202V3 when aircrew members are supporting aircraft generation activities (pre-flight, start and taxi of aircraft). The duty day begins when the aircrew member reports for official duties or 30 minutes prior to brief time, if required.

**3.10. Debriefings.**

3.10.1. Conduct the maintenance debriefing as soon as practical after engine shutdown.

3.10.2. If required, conduct an intelligence debriefing.

3.10.3. Conduct a crew debriefing with BMC and supporting agencies.

## Chapter 4

### AIRCRAFT OPERATING RESTRICTIONS

**4.1. Guidance.** This chapter provides guidance on how to operate with degraded equipment. If the PIC elects to operate with degraded equipment or aircraft systems, coordinate mission requirements (e.g., revised departure times, fuel requirements, maintenance requirements), prior to flight with the mission control agency to ensure the decision does not adversely impact follow-on missions. **(T-3).**

**4.2. Objectives.** The final authority regarding equipment required for a mission rests with the PIC. If one crew accepts an aircraft to operate a mission or mission segment without an item or system, this acceptance does not commit the crew, or a different crew, to accept subsequent operations with the same item or system inoperative. When the PIC considers an item essential, the item will be repaired or replaced prior to departure. **(T-2).**

**4.3. Minimum Equipment List (MEL).**

4.3.1. The Federal Aviation Administration MMEL for Bombardier Global Express BD-700-1A10 aircraft will be utilized as the approved MEL for E-11 operations in accordance with Federal Aviation Regulations (FAR) Part 91, *General Operation and Flight Rules*. The MMEL is not intended for continued operations over an indefinite period with systems/subsystems inoperative. Crews will adhere to guidance and repairs will be completed by the times established in the MMEL. **(T-2).**

4.3.2. All emergency equipment will be installed and operational unless specifically exempted by mission requirements/directives. **(T-2).**

**4.4. Dispatching with Inoperable Equipment.** The PICs will assess the separate and aggregate impact of degraded equipment/systems in addition to MMEL minimum requirements. **(T-2).**

4.4.1. Determining Suitability for Dispatch. PICs will reference QRH 1, QRH 2, Dispatch Deviation Guide (DDG), and the MMEL. The Go/No-Go Section in QRH 2 does not supersede data outlined in the MMEL. **(T-2).** A “GO” condition still requires MMEL consultation.

4.4.2. For operational missions, do not launch until the BMC reports the payload is “GREEN.” If payload indicates “YELLOW” or “RED,” coordination to reposition the aircraft prior to taxi may be required.

**4.5. One-Time Flight Authorizations.** One-time flight authorizations to repair facilities may be authorized by the OG/CC. If an aircraft has a safety-of-flight condition beyond the immediate or final repair capability of an en-route facility, temporary repairs may be made to allow a one-time flight to a facility capable of final repair.

## Chapter 5

### GENERAL OPERATING PROCEDURES

#### 5.1. Aircrew Uniforms.

5.1.1. See AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, for minimum aircrew clothing requirements. (T-1). All aircrew members will have flight gloves readily available. (T-1).

5.1.2. When the Foreign Clearance Guide (FCG) requires civilian attire, dress conservatively. (T-1).

#### 5.2. Personal Requirements and Professional Equipment. Minimum requirements/equipment are as follows:

5.2.1. Passports. Carry passports on missions when required by the FCG. (T-3).

5.2.2. Immunizations. Aircrew members will ensure they meet immunization requirements for the mission. (T-3).

5.2.3. Identification Tags. Identification tags should be worn around the neck or carried in a flight suit pocket. (T-3).

5.2.4. Headset. Carry a headset and operational flashlight on all flights. (T-3).

5.2.5. Keep equipment clear of all entry doors, hatches and emergency equipment during all ground and flight operations. It is the responsibility of each crewmember to store/secure their personal and professional equipment carried onboard. Excess personal and professional gear should be secured. (T-3).

#### 5.3. Aircrew Publications Requirements. The PIC will ensure the following publications are on the aircraft prior to departure:

5.3.1. Bombardier Flight Manuals: AFM, Flight Crew Operating Manual (FCOM) 1, FCOM 2, QRH 1/2, Operational Risk Management (ORM) Sheet, weight and balance. (T-2).

5.3.2. Area of Responsibility (AOR) specific operations guidance memorandum. (T-2).

5.3.3. Payload cypto re-key checklist (stored in safe). (T-2).

5.3.4. Advisory wires and RSIs. (T-2).

5.3.5. Flight Information Publications (FLIP) appropriate for mission requirements or as specified in local standards. (T-2).

5.3.6. FAA Global Express MMEL. (T-2).

5.3.7. BACN AFM Supplement. (T-2).

5.3.8. FAA Global Express DDG. (T-2).

#### 5.4. Checklists. Locally produced checklists may be developed and maintained by the unit Standardization and Evaluation (Stan/Eval) office and are for unit pilots only. The checklists will contain payload specific items found in the BACN AFM Supplement, and will be tail number specific. (T-3).

**5.5. Mission Materials.** Mission materials will contain the following, as applicable:

5.5.1. Navigational chart. (T-2).

5.5.2. Applicable Special Instructions (SPINS). Aircrew will possess a working knowledge of theater SPINS prior to operating within the theater. (T-2).

5.5.3. Diplomatic Clearances. (T-2).

**5.6. Aircrew Intelligence Briefing.** Aircrew will receive an intelligence briefing that emphasize terrorist, enemy and friendly political and military development in the area in which they will be flying. (T-2). Obtain updates as required. Report information of possible intelligence value to the local intelligence office as soon as practical.

**5.7. Flight Crew Information File (FCIF).** Review Volume I of the FCIF before all missions.

**5.8. Communications Security (COMSEC) and Classified Material.** Obtain and safeguard COMSEC and other classified/keying material required for the mission. Command and Control Centers may be used for temporary storage of COMSEC/classified materials.

**5.9. Call Signs.** Use Voice Call Sign listing or as specified in mission directives/tasking for all missions. (T-3).

**5.10. Departure/Arrival Planning.** If using a flight plan furnished by another agency, the PIC will verify routes and flight altitudes to ensure proper terrain and traffic clearance. (T-2).

**5.11. Advisory Calls.** The Pilot Flying (PF) will announce changes to the level of automation, flight director, and autopilot mode selections and when circumstances require deviating from normal procedures. (T-2). The Pilot Monitoring (PM) will make all advisory calls in accordance with FCOM. (T-2).

**5.12. Runway, Taxiway, and Airfield Requirements.**

5.12.1. Minimum runway length is 5000 feet (1524 meters).

5.12.2. Minimum runway width is 75 feet (23 meters).

5.12.3. Aircrews will normally takeoff and land on the longest suitable runway available. (T-2).

5.12.4. Performance or static takeoffs will be conducted anytime ambient temperature is at/above 30°C, full-length runway is not available, limiting Special Departure Procedure (SDP) weight is for Brake Energy (BE), Field Length (FL), or Obstacle (O), or calculated takeoff distance is within 1000 ft. of available runway length. (T-2).

5.12.5. When consulting the Air Mobility Command (AMC) Giant Report for suitability, areas suitable for the C-37 are also suitable for the E-11A. To access Airfield Suitability Report (AKA Giant Reports) aircrew will need GDSS2 accounts. GDSS2 accounts may be obtained by contacting your Unit Program Account Manager (UPAM) or contacting the GDSS2 Helpdesk at DSN 576-4949 or [C2ITV.User.Authentication@us.af.mil](mailto:C2ITV.User.Authentication@us.af.mil).

5.12.6. Minimum taxiway width is 25 feet (8 meters).

5.12.7. Minimum width for a 180-degree turn is 68 feet (22 meters).

**5.13. Taxi Clearance.** Without wing walkers, avoid taxi obstructions by at least 25 feet. With wing walkers, avoid taxi obstructions by at least 10 feet. **Exception:** Aircraft at home station may

delete wing walker restriction in accordance with AFMAN 11-218, *Aircraft Operations and Movement on the Ground*.

5.13.1. When taxi clearance is doubtful, use one or more wing walkers. The PIC should use marshallers or wing walkers to act as an observer while maneuvering on narrow taxiways.

5.13.2. During night taxi operations, marshallers will have an illuminated wand in each hand. **(T-3)**.

5.13.3. Maximum taxi speed in congested areas or turns is 10 knots. Maximum taxi speed in uncongested areas and straight taxiways is 25 knots.

**5.14. Foreign Object Damage (FOD) Avoidance.** Make every effort to minimize the potential for engine FOD. Crews should:

5.14.1. Minimize power settings during all taxi operations.

5.14.2. Avoid unnecessary use of thrust reversers.

**5.15. Takeoff or Landing over Raised Arresting Cables.**

5.15.1. Takeoffs will normally commence from the approach end of the runway.

5.15.1.1. Crews will not taxi over loose objects or arresting cables at speeds in excess of 10 knots. **(T-2)**.

5.15.1.2. Aircraft may takeoff immediately past the approach end arresting cable provided that the takeoff data is recomputed for the new runway takeoff position and One Engine Inoperative (OEI) gradients are still met.

5.15.2. Do not land on a raised arresting cable. **(T-2)**. Damage may occur to the cable or aircraft.

5.15.3. Do not land over a raised arresting barrier such as an MA-1A. **(T-2)**. This does not preclude landing over a BAK 12/14 or other cables.

5.15.4. Do not takeoff or land over a raised arresting cable that has been reported as slack, loose or improperly rigged. **(T-2)**.

**5.16. Takeoff and Landing.** The left seat pilot normally performs the landing during aircraft emergencies. An IP may takeoff or land from either seat under any condition.

**5.17. Takeoff and Landing Data (TOLD).** Verify TOLD in accordance with the AFM. Data entry into the Flight Management System (FMS) is to be verified by both crewmembers. **(T-3)**.

5.17.1. SDPs are authorized for use. Crewmembers will be trained in SDP operations prior to use. **(T-2)**.

5.17.2. Crews will use the full runway length to the maximum extent possible. **(T-3)**. Intersection takeoffs may be used if full runway length is not available and aircraft weight allows for obstacle clearance in accordance with AFMAN 11-202V3.

**5.18. Adverse Weather.** Flight into areas of forecast or reported severe icing is prohibited. **(T-2)**. Prolonged operation, such as cruise flight or holding, in areas of moderate icing should be avoided.

5.18.1. Do not takeoff under conditions of freezing rain or freezing drizzle. **(T-2)**.

5.18.2. Freezing precipitation, snow, freezing fog, or temperatures near 0°C, may cause ice or frost to accumulate on aircraft surfaces. When an aircraft requires de-icing/anti-icing prior to takeoff:

5.18.2.1. Aircrews will only use de-ice and anti-ice fluids listed in the AFM or approved by the aircraft manufacturer. **(T-2)**.

5.18.2.2. Refer to FCOM 1 Chapter 7 for holdover times for Type 1 de-ice fluid.

5.18.2.3. PICs will conduct a visual or tactile inspection if holdover times are exceeded, or there is any suspicion of icing. **(T-2)**.

5.18.3. Flight into areas of forecast or reported severe turbulence is prohibited. **(T-2)**. The AC is responsible for ensuring any additional personnel are seated, with seat belts fastened, when areas of moderate or greater turbulence are encountered or anticipated as serious injury may occur.

**5.19. Wind Restrictions.** Maximum wind components (including gusts) for takeoff and landing:

5.19.1. Wind in Any Direction is 50 knots.

5.19.2. Tailwind Component is 10 knots.

5.19.3. Crosswind Component is 29 knots.

**5.20. Bird Strikes.**

5.20.1. Following a bird strike, aircrews should land as soon as conditions permit to have the aircraft inspected by qualified maintenance personnel. Aircrews involved in a wildlife strike will fill out an AF Form 853, *Air Force Wildlife Strike Report*, and forward to the appropriate safety office. **(T-2)**.

5.20.2. Bird strike damage cannot be accurately assessed in flight and undetected damage may result in a complex airborne emergency. Aircrews should not change the aircraft configuration until it has been determined that it is safe to do so.

**5.21. Radar Altimeter.** Any crewmember detecting any low altitude warning of the radar altimeter will immediately notify the PF. **(T-2)**. Terrain clearance and aircraft position must be verified. **(T-2)**.

**5.22. Use of Automation.** It is the responsibility of the crew to fully understand the operations and limitations of the automation on the aircraft. In flight, the PF will determine the most desirable level of automation for a given situation. **(T-3)**.

5.22.1. Use appropriate levels of automation as required by the flight conditions. The first priority is to fly the aircraft. The FMS and Guidance Panel (GP) are intended to aid in workload management, not complicate it.

5.22.2. Avoid the following common pitfalls associated with over-reliance, misuse, or misunderstanding of automation:

5.22.2.1. Fixating on the automation. One pilot should always remain heads up. Establish clear roles for computer-related tasks. Announce, "Pilot heads down" when the task requires focusing significant attention on the FMS in flight.

5.22.2.2. Poor prioritization of programming tasks. Extensive reprogramming during critical phases of flight or during periods of high workload should be avoided.

5.22.2.3. Poor mode awareness. The PF should monitor flight mode annunciations and make GP changes during coupled operations. Programming the FMS should be verified by PF prior to coupling the programmed route to the autopilot. During uncoupled flight, the PF should direct the PM to make changes to the GP to match the flight director. Confirm all mode changes by observing the correct flight mode annunciations.

5.22.2.4. Mis-management of altitude preselect. The PM should set the cleared altitude in the Primary Flight Display (PFD). The altitude will be confirmed. **(T-2)**.

5.22.3. Units will develop their own standard operating procedures (SOPs), supplementing Bombardier Global Express Operations Reference Manual automation guidance, in their local procedures. **(T-3)**.

### **5.23. On-Station Procedures.**

5.23.1. The AC/PIC has the responsibility and final authority for determining when the aircraft should depart station considering all applicable factors (e.g., forecast enroute and destination weather, enroute winds, icing, mission requirements, fuel requirements, training requirements). **(T-3)**.

5.23.2. Prior to orbit intercept, the AC/PIC will confirm the type of orbit and airspace limitations that may alter the planned orbit and ensure the aircraft speed is set to "Manual". **(T-3)**.

5.23.3. Upon initial orbit entry or orbit change, the AC/PIC will compute "bingo fuel" allowing sufficient fuel to fly an approach and missed approach at the destination, then proceed to a suitable alternate with the required minimum fuel. **(T-3)**.

5.23.3.1. The AC/PIC will identify, check weather, brief, and monitor emergency airfields within 100 NM of any orbit/holding locations. PICs should consider runway length, surface, Navigational Aid (NAVAID)/instrument approaches, and hostile/friendly control of the airfield when selecting an appropriate emergency airfield. **(T-3)**.

5.23.3.2. The AC/PIC will identify, check weather, and monitor contingency airfields within 1-hour flight time of planned orbit locations. **(T-3)**. Contingency airfields are commonly accepted divert airfields, which should be researched in the preflight mission planning/briefing.

5.23.4. Aircrews will evaluate weather considerations within one hour of assuming station and make periodic weather checks as required. **(T-3)**. This check may include enroute, landing base and alternate base weather.

5.23.5. If fuel requirements necessitate a modification to on-station duration, orbit pattern, or altitude, the AC will notify the appropriate ATC/TACS agency and/or BMC. **(T-3)**.

5.23.6. The BMC will monitor aircraft position and immediately inform the aircrew of any identified deviations from the planned orbit. **(T-3)**.

5.23.7. Aircraft Recall/Diversion. Unless received over secured communications or via appropriate SPINS code word, aircrew will challenge any recall or diversion order using appropriate theater procedures. **(T-2)**.



## **5.24. Enroute Navigation.**

5.24.1. Performance Specification Airspace. The E-11A Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) capabilities are located within Bombardier aircraft publication FCOM 1, and AFM Supplements.

5.24.2. E-11A crews are not authorized to fly Required Navigational Performance (RNP) 0.3 approaches. **(T-1).**

5.24.3. Overlay approaches. The GPS Approach Overlay Program is an authorization for pilots to use GPS avionics under Instrument Flight Rules (IFR) for flying designated non-precision instrument approach procedures, except Localizer (LOC), Localizer type directional aid (LDA) and Simplified Directional Facility (SDF) procedures. These procedures are now identified by the name of the procedure and “or GPS” (e.g., VHF Omnidirectional Radio Range (VOR)/ Distance Measuring Equipment (DME) or GPS RWY 15). Other previous types of overlays have either been converted to this format or replaced with stand-alone procedures. Only approaches contained in the current onboard navigation database are authorized.

5.24.4. Reduced Vertical Separation Minimums (RVSM) Certification. E-11A aircraft and aircrews are certified to fly in RVSM airspace. Notify Air Traffic Control (ATC) immediately if any RVSM-required equipment fails while operating in RVSM airspace. **(T-1).**

## **5.25. Inflight Troubleshooting.**

5.25.1. After flight manual emergency procedures are complete, aircrews will not conduct in-flight troubleshooting. **(T-1).**

5.25.2. Cockpit Voice Recorder (CVR) and Flight Data Recorder (FDR). If involved in a mishap or incident ensure the following: after landing and terminating the emergency, open the EMS/CDU circuit breakers. **(T-1).**

**5.26. Prior to Descent or Approach.** Prior to descent from cruise altitude, the pilot flying the approach will brief the crew in accordance with locally developed briefing guides. **(T-2).**

**5.27. Descent below Decision Height (DH)/Decision Altitude (DA)/ Minimum Descent Altitude (MDA) Using Enhanced Vision System (EVS).** Pilots will not continue below DH/DA/MDA using EVS as the sole means to identify the runway environment or touchdown zone. **(T-2).** If used for situational awareness, pilots will set the EVS to “Clear” prior to DH.

## **5.28. Functional Check Flights.**

5.28.1. The E-11 Original Equipment Manufacturer (OEM) engineering and manufacturer maintenance manuals determine the requirement for Functional Check Flight (FCF) requirements. E-11A OEM engineering does not require flight checks, therefore, FCFs are not required. If FCFs are required in the future, an FCF Program is to be developed in accordance with AFI 21-101, *Aircraft and Equipment Maintenance Management*.

5.28.2. If manufacturer maintenance manuals or engineering reviews recommend an inflight check following ground maintenance checks, a flight check specific to the recommendation will be accomplished. **(T-3).**

5.28.2.1. Aircraft will be at least partial mission-capable (PMC) to perform the check on repaired systems. **(T-3).** Flights should have a fuel load that allows an immediate landing.

If required, flights can be accomplished on operational missions at the discretion of unit leadership.

5.28.2.2. Minimum Operational Check Flight (OCF)/Maintenance Check Crew Complement. At least one Instructor Pilot (occupying the left seat) and one qualified Pilot (occupying the right seat).

**5.29. Touch-and-Go Landings and Missed Approach Limitations.** Touch-and-go landings and practice missed approach procedures are prohibited. **(T-2).**

**5.30. Training on Operational Missions.** Unit commanders may approve training during operational missions provided an IP or EP is occupying one of the pilot seats and the training objective is in accordance with unit syllabus.

**5.31. Simulated Emergency Flight Procedures.** Unless conducted in accordance with unit training syllabus, simulated emergency procedures are prohibited. **(T-3).** In the event of an actual emergency, all training will be terminated until the PIC determines that all required actions are complete and that further training will not add additional risk. **(T-2).**

## Chapter 6

### AIRCREW PROCEDURES

**6.1. General.** This chapter provides general E-11A aircrew procedures that should be utilized during contingency operations.

**6.2. Preflight Guidance.** Two pilots are required to conduct engine start and payload initialization. (T-3). Single pilot power-on preflights are authorized if a second pilot is not available. Aircrew members performing preflight duties prior to a scheduled crew's arrival (preflight crews) must be crew rested. (T-2).

6.2.1. ACs are to conduct a review and sign the aircraft pre-flight briefing form located in the Aircraft Flight Log and Forms Binder onboard the aircraft prior to any crewmember conducting pre-flight duties. (T-3). Items affecting the pre-flight/flight will be briefed before execution of preflight duties. The AC will also ensure the AFTO Form 46, *Prepositioned Aircrew Flight Equipment* located at the back of the Aircraft Flight Log and Forms Binder is signed off. (T-2).

6.2.2. Crews will verify the following are stored on the aircraft prior to departure:

6.2.2.1. Fuel Cards and Aircraft Keys Storage. (T-2).

6.2.2.2. Unclassified survival gear backpacks. (T-2).

**6.3. Engine Runs.** Flight operations and maintenance personnel are responsible for providing Bombardier's guidance to aircrew to complete required actions. A crew chief will be positioned outside the aircraft in contact with crew via aircraft interphone and have safety/firefighting equipment readily available. (T-2). If a maintenance procedure is required to be conducted in addition to the aircrew checklist, a brief will be conducted between maintenance and the aircrew. (T-3). The brief will include at a minimum:

6.3.1. Plan for engine run. (T-2).

6.3.2. Maintenance procedures to be accomplished. (T-2).

6.3.3. Potential emergency procedures. (T-2).

6.3.4. Egress plan in case the aircraft needs to be evacuated. (T-2).

**6.4. Cabin Security.** The AC will ensure all items in the cabin are secure prior to taxi. (T-2). Curtains will be open for taxi, takeoff and landing. (T-2).

**6.5. Carriage of Mission Essential Personnel (MEP).**

6.5.1. If carrying non-crewmembers, PIC will ensure personnel and jump seat pilots are briefed on emergency egress in accordance with [Attachment 2](#) and the Bombardier Cabin Safety Card located in the publication locker. (T-2). Personnel will remain seated until passing 10,000 feet above ground level (AGL). (T-2).

6.5.2. If used, stow the jump seat until after the engines are started to maintain a clear path for the crew to egress the aircraft. Then deploy the jump seat for the occupant to strap in prior to taxi. Do not let unfamiliar personnel deploy or stow the jump seat.

**6.6. Egress Procedures.** Initiate egress in accordance with the Emergency Ground Evacuation memory item. The primary means of egress is the passenger door. Once off the aircraft, the standard rally point is 300 feet off the nose of the aircraft unless otherwise briefed.

**6.7. TOLD and FMS Waypoint Verification.** The CP will load aircraft takeoff parameters and verify with the AC. **(T-2)**. Pilots will consult the QRH and SDP information to ensure the aircraft is legal to depart. **(T-2)**. In addition, FMS routing, waypoints, and takeoff data are confirmed by both pilots prior to departure. **(T-2)**.

## Chapter 7

### AIRCRAFT SECURITY

**7.1. General.** This chapter provides guidance for aircraft security on the ground and in-flight. This security priority designation applies to operational aircraft, wherever they are located, worldwide. Some aircraft contain equipment and documents that require protection per AFI 16-1404, Air Force Information Security Program.

**7.2. Procedures.** The PIC is ultimately responsible for the security of their aircraft when located away from US military installations. AFI 31-101, *Integrated Defense (ID)*, covers security arrangements when US Air Force aircraft are located on other DoD installations. Arrangements must be made to protect the aircraft during crew rest status at non-US protected locations. **(T-0)**. If US military security forces are not available, the US embassy assigned to that country must be consulted to ensure security arrangements are made. **(T-0)**. For missions involving a planning agency, the agency must coordinate with the PIC to ensure that planned security measures conform to mission requirements. **(T-0)**. The amount of security required may vary, depending on location and ground time.

7.2.1. For permissive environments, PIC will receive a threat assessment and force protection capability evaluation briefing at home station prior to departure and receive updates enroute, if required. **(T-2)**. Aircrew should consider OPSEC and zeroize FMS routing, waypoints, and takeoff data, as required, before departing the aircraft. When landing at a DoD component installation, the installation commander is responsible to provide adequate security for the aircraft. The PIC will determine if security is adequate. **(T-2)**. Planning agencies and PIC will assess the risk to parked aircraft for planned overnight stops located at non-US military installation overseas and civilian airfields. **(T-2)**.

7.2.2. For unscheduled or emergency landings at non-USAF installations the PIC will assess the aircraft security situation. **(T-2)**. If force protection capability appears insufficient the PIC will take the following actions:

7.2.2.1. Aircrew surveillance. If the aircraft is not remaining overnight, aircrews are capable of maintaining appropriate aircraft security. The PIC will direct armed crewmembers to remain with the aircraft and maintain surveillance of aircraft entrances and activities in the aircraft vicinity. **(T-2)**.

7.2.2.2. . Area Patrol. The PIC will request area patrol coverage from local security forces to include back-up response forces. **(T-2)**. If local authorities request payment for this service, contract the SQ/CC who will coordinate with ACC/A3CA, the E-11A Weapon System Team, and the System Program Office. **(T-2)**. If contact with leadership is unavailable and securing the aircraft by other means is not feasible, use SF 44, *Purchase Order - Invoice Voucher Storage Safeguard Form*, and contact leadership as soon as available.

7.2.2.3. Departure without crew rest. If local security forces are unacceptable or unavailable, the PIC is authorized to exceed the FDP and depart as soon as possible for a destination with adequate force protection. If unable to depart the location due to system malfunction, the aircrew must secure the aircraft to the best of their ability. **(T-0)**. In no case will the entire crew leave the aircraft unattended. Crew rest requirements will be

subordinate to aircraft security when the airframe may be at risk. The PIC should rotate a security detail among the crew to provide for both aircraft protection and crew rest until relief is available. The PIC will coordinate through C2 channels to acquire additional security. (T-2).

## Chapter 8

### OPERATIONAL REPORTS AND FORMS

**8.1. General.** This chapter contains a description of applicable reports and forms.

**8.2. Reports.** E-11 pilots will ensure accidents, incidents, and potential hazards are reported in accordance with AFI 91-202, *The US Air Force Mishap Prevention Program*. (T-2). Contact the wing/group, unit, or installation safety officer for assistance with reporting requirements, procedures, and forms.

## Chapter 9

### FLYING TRAINING

**9.1. General.** This chapter outlines requirements and restrictions for training and evaluation missions during contingency operations. Refer to AFMAN 11-202V1, *Aircrew Training*, AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, AFMAN 11-2E-11V1, *E-11 Aircrew Training*, and AFMAN 11-2E-11V2, *E-11 Aircrew Evaluation Criteria* for additional information.

**9.2. Instructor/Flight Examiner Briefings.** Before all training/evaluation missions, the PIC or instructor/flight examiner will brief the crew on the training/evaluation requirements, objectives, planned profiles and seat assignments. **(T-2).**

**9.3. Debriefing.** IPs will review and assess overall training performed. **(T-2).** Each student or crewmember should thoroughly understand what training has been accomplished. All required documentation should be completed as expeditiously as possible.

**9.4. Touch-and-Go Landings and Missed Approach Limitations.** Touch-and-go landings and practice missed approach procedures are prohibited. **(T-2).**

**9.5. Training on Operational Missions.** Unit commanders may approve training during operational missions provided an IP or EP is occupying one of the pilot seats and the training objective is in accordance with unit syllabus.

**9.6. Simulated Emergency Flight Procedures.** Unless conducted in accordance with unit training syllabus, simulated emergency procedures are prohibited. **(T-3).** In the event of an actual emergency, all training will be terminated until the PIC determines that all required actions are complete and that further training will not add additional risk. **(T-2).**



## Chapter 10

### NAVIGATION PROCEDURES

#### 10.1. Navigation Charts.

10.1.1. Pilots will annotate an appropriately scaled navigational chart with the route of flight and the following:

10.1.1.1. Special Use Airspace (SUA) within the altitude structure and within 50 NM of the route of flight/orbit airspace per the AFPAM 11-216, *Air Navigation*. **(T-3)**.

10.1.1.2. Mission airspace/orbit airspace with altitudes, Memorandum of Agreement (MOA) coordinates, Orbit Name, Orbit Shape, and Orbit Coordinates. **(T-3)**.

10.1.1.3. Divert airfields with planning assumptions and transit requirements. **(T-3)**.

10.1.2. Pilots will annotate an Operational Navigational Chart, or larger scale, with the planned departure/arrival airfield and the following:

10.1.2.1. Planned departure/arrival procedure. **(T-3)**.

10.1.2.2. Special Departure Procedure (SDP). **(T-3)**.

10.1.2.3. Highest terrain or obstacle along expected route of flight. **(T-3)**.

10.1.2.4. Highest terrain or obstacle within 30 NM. **(T-3)**.

10.1.3. Electronic Flight Bag (EFB) will be optimized in-flight as a replacement for FLIP. Squadrons will develop an EFB program in accordance with MAJCOM Stan/Eval EFB policies and procedures. **(T-2)**.

**10.2. Portable Electronic Devices for Navigation.** in accordance with AFMAN 11-202V3, aircrews are authorized to carry approved GPS-enabled devices for additional situational awareness if approved by lead/user MAJCOM.

## Chapter 11

### FUEL PLANNING

**11.1. General.** A fuel plan is required for all flights except AOR flights with established standard fuel loads. All preflight planning must be verified with the aircraft FMS prior to departure. (T-2). Missions should be planned at altitudes, routes and airspeeds to minimize fuel usage and maximize mission effectiveness.

**11.2. Fuel Planning Profiles.** Enroute cruise airspeed should be planned at a constant indicated airspeed (IAS)/Mach in accordance with the performance manual. Divert profiles should be fully fuel planned and represent what will actually be flown in a divert situation.

**11.3. Fuel Planning Procedures.** Aircrew and mission planners will manage aviation fuel as a limited commodity and precious resource. (T-3). Fuel optimization will be considered throughout all phases of mission planning and execution. (T-3). Do not ferry extra fuel beyond optimum requirements for safe mission accomplishment and training objectives. (T-3). Aircrew should employ the following aviation fuel optimization measures without compromising flight safety or jeopardizing mission/training accomplishment. Aircrew will:

11.3.1. Optimize fuel loads. Mission plan for the required ramp and recovery fuel. Ensure ramp fuel is correct upon arrival at aircraft. (T-3).

11.3.2. Delay engine start time. Establish and implement local engine start time standards.

11.3.3. Establish C2 procedures to ensure timely notification of mission changes/cancellations to avoid unnecessary or unproductive flight time. (T-2).

11.3.4. When required, crews will select a suitable alternate and apply a fuel reserve in accordance with AFMAN 11-202V3. (T-2).

11.3.5. Crews will declare “emergency fuel” and request priority handling by ATC when fuel state is anticipated to be 2,100 lbs. (2,400 lbs. for aircraft 11-9001) or less at landing. (T-2).

MARK D. KELLY, Lt Gen, USAF  
Deputy Chief of Staff, Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Operations*, 31 January 2019

AFPD 11-4, *Aviation Service*, 12 April 2019

AFI 10-801, *Defense Support of Civil Authorities*, 29 January 2020

AFI 11-202V2, *Aircrew Standardization and Evaluation Program*, 6 December 2018

AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 10 October 2017

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 16-1404, *Air Force Information Security Program*, 29 May 2015

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

AFI 31-101, *Integrated Defense (ID)*, 25 March 2020

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI 33-360, *Publications and Forms Management*, 1 December 2015

AFI 65-503, *US Air Force Cost and Planning Factors*, 13 July 2018

AFI 91-202, *The US Air Force Mishap Prevention Program*, 12 March 2020

AFMAN 11-202V1, *Aircrew Training*, 27 September 2019

AFMAN 11-202V3, *Flight Operations*, 10 June 2020

AFMAN 11-2E-11V1, *E-11 Aircrew Training*, 8 June 2020

AFMAN 11-2E-11V2, *E-11 Aircrew Evaluation Criteria* (published date TBD)

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 5 April 2019

AFPAM 11-216, *Air Navigation*, 28 February 2018

Bombardier Global Express, *Airplane Flight Manual*, Model BD-700-1A10, Rev 79, 3 Mar 2014

Bombardier Global Express, *Airplane Flight Manual*, Model BD-700-1A10, Rev 9, 3 Mar 2014

Bombardier Global Express, *Airplane Flight Manual*, Model BD-700-1A10, Rev 69, 24 May 2011

Bombardier Global Express, *Flight Crew Operating Manual*, Volume 1, CSP 700-6, Rev 79, 3 Mar 2014

Bombardier Global Express, *Flight Crew Operating Manual*, Volume 1, CL 6000 FCOM, Rev 9, 3 Mar 2014

Bombardier Global Express, *Flight Crew Operating Manual*, Volume 2, CSP 700-6, Rev 79, 3 Mar 2014

Bombardier Global Express, *Flight Crew Operating Manual*, Volume 2, CL 6000 FCOM, Rev 9, 3 Mar 2014

Bombardier Global Express, Operations Reference Manual

Federal Aviation Regulations (FAR) Part 91, *General Operation and Flight Rules*, (current edition)

Title 10 United States Code (USC), Section 9013, Secretary of the Air Force, 23 June 2020

### ***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 46, *Prepositioned Aircrew Flight Equipment*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

AF Form 853, *Air Force Wildlife Strike Report*

SF Form 44, *Purchase Order - Invoice Voucher Storage Safeguard Form*

### ***Abbreviations and Acronyms***

**AC**—Aircraft Commander

**ACC**—Air Combat Command

**AMC**—Air Mobility Command

**AFI**—Air Force Instruction

**AFM**—Airplane Flight Manual

**AFMAN**—Air Force Manual

**AFP**—Aircraft Flight Publications

**AFPD**—Air Force Policy Directive

**AGL**—Above Ground Level

**AOR**—Area of Responsibility

**ARMS**—Aviation Resource Management System

**ATC**—Air Traffic Control

**ATM**—Air Traffic Management

**A3**—Director of Operations

**A3CA**—Airborne C2 Systems Branch

**A3TV**—Stan/Eval

**BACN**—Battlefield Airborne Communications Node

**BE**—Brake Energy

**BMC**—BACN Mission Coordinator

**CAS**—Crew Alerting System

**CDL**—Configuration Deviation List

**CNS**—Communication Navigation Surveillance

**CP**—Copilot

**CDT**—Crew Duty Time

**COMSEC**—Communications Security

**CVR**—Cockpit Voice Recorder

**C2**—Command and Control

**DA**—Decision Altitude

**DDG**—Dispatch Deviation Guide

**DH**—Decision Height

**DME**—Distance Measuring Equipment

**DoD**—Department of Defense

**EFB**—Electronic Flight Bag

**EP**—Evaluator Pilot

**EVS**—Enhanced Vision System

**FAA**—Federal Aviation Administration

**FAR**—Federal Aviation Regulations

**FCF**—Functional Check Flight

**FCIF**—Flight Crew Information File

**FCG**—Foreign Clearance Guide

**FCOM**—Flight Crew Operating Manual

**FDP**—Flight Duty Period

**FDR**—Flight Data Recorder

**FL**—Field Length

**FMS**—Flight Management System

**FLIP**—Flight Information Publications

**FOD**—Foreign Object Damage

**GP**—Guidance Panel

**GPS**—Global Positioning System

**IP**—Instructor Pilot

**IAS**—Indicated Airspeed

**IFR**—Instrument Flight Rules

**LDA**—Localizer type Directional Aid

**LOC**—Localizer  
**MAJCOM**—Major Command  
**MDA**—Minimum Descent Altitude  
**MEL**—Minimum Equipment List  
**MEP**—Mission Essential Personal  
**MMEL**—Master Minimum Equipment List  
**MOA**—Memorandum of Agreement  
**MP**—Mission Pilot  
**NAVAID**—Navigational Aid  
**O**—Obstacle  
**OCF**—Operational Check Flight  
**OCR**—Office of Collateral Responsibility  
**OEI**—One Engine Inoperative  
**OEM**—Original Equipment Manufacturer  
**OFDA**—Operational Flying Duty Accumulator  
**OPR**—Office of Primary Responsibility  
**ORM**—Operational Risk Management  
**PF**—Pilot Flying  
**PIC**—Pilot in Command  
**PFD**—Primary Flight Display  
**PM**—Pilot Monitoring  
**PMC**—Partially Mission-Capable  
**QRH**—Quick Reference Handbook  
**RSI**—Restriction/Special Instructions  
**RNP**—Required Navigation Performance  
**RVSM**—Reduced Vertical Separation Minimums  
**SDF**—Simplified Directional Facility  
**SDP**—Special Departure Procedure  
**SOP**—Standard Operating Procedure  
**SORN**—System of Records Notice  
**SPINS**—Special Instructions  
**SQ/CC**—Squadron Commander

**STAN/EVAL**—Standardization and Evaluation

**SUA**—Special Use Airspace

**TOLD**—Takeoff and Landing Data

**UPAM**—Unit Program Account Manager

**USC**—United States Code

**VOR**—VHF Omnidirectional Radio Range

## Attachment 2

### E-11A MISSION ESSENTIAL PERSONNEL (MEP) BRIEFING GUIDE

**A2.1. Required Briefing Items.** The AC, or designated representative will brief the following items unless individuals have been previously briefed during the pre-mission briefing:

A2.1.1. AC name. **(T-3)**.

A2.1.2. ETA to destination. **(T-3)**.

A2.1.3. Cruise altitudes. **(T-3)**.

A2.1.4. Weather enroute and at destination. **(T-3)**.

A2.1.5. Emergency Signals:

A2.1.5.1. Ground evacuation: **(T-3)**.

A2.1.5.1.1. Signal for evacuation. **(T-3)**.

A2.1.5.1.2. Primary/secondary exits. **(T-3)**.

A2.1.5.1.3. Assembly area. **(T-3)**.

A2.1.5.2. Crash landing/ditching:

A2.1.5.2.1. Signal for preparation. **(T-3)**.

A2.1.5.2.2. Signal to brace for impact. **(T-3)**.

A2.1.5.2.3. Brace position. **(T-3)**.

A2.1.5.3. Loss of pressure:

A2.1.5.3.1. Signal. **(T-3)**.

A2.1.5.3.2. Oxygen requirements. **(T-3)**.

A2.1.6. Oxygen/Survival Equipment Inspection/Usage. **(T-3)**.

A2.1.7. Restrictions:

A2.1.7.1. Reading lights. **(T-3)**.

A2.1.7.2. Lavatory. **(T-3)**.

A2.1.7.3. Seat belts. **(T-3)**.

A2.1.7.4. Smoking and smokeless tobacco are prohibited. **(T-3)**.

A2.1.7.5. Operation of electric/electronic devices (except watches, hand held non-print calculators, hearing aids, medically prescribed physiological instrumentation, and portable voice recorders when approved by MAJCOM) will be in accordance with AFMAN11-202V3. Electronic flash attachments will not be used. **(T-2)**.

A2.1.7.6. Transportation or use of narcotics, marijuana, or other dangerous drugs is prohibited unless approved by proper medical/legal authority. **(T-1)**.

A2.1.7.7. Explosive, flammable and corrosive materials, or materials with toxic or irritating fumes are prohibited unless approved by competent authority. **(T-2)**.



A2.1.8. Galley Area:

A2.1.8.1. Coffee. **(T-3)**.

A2.1.8.2. Water. **(T-3)**.

A2.1.8.3. Flight lunches. **(T-3)**.

A2.1.8.4. Noise. **(T-3)**.